

- Home to 4.5 million residents and 2.2 million jobs
- Future growth of 550,000 new residents and 86,000 new jobs
- Growth will result in 2.6 million more daily trips in the Corridor
- More than 90% of Corridor travel to work is by car
- Few connections to regional transit system
- Majority of Corridor's freeway and highway system operates at or beyond capacity in peak periods today and in future

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH







1

Preliminary Analysis
February–April 2010

2

Project Initiation /Scoping
May–June 2010



PUBLIC
MEETINGS

PHASE 1
ENVISIONING
OUR FUTURE
INITIAL SET OF
ALTERNATIVES

3

Initial Alternatives Screening
July 2010–April 2011



PUBLIC
MEETINGS

PHASE 2
EXPLORING
THE
POSSIBILITIES
FINAL SET OF
ALTERNATIVES

4

Final Screening
May–September 2011

WE ARE HERE

5

**Draft Alternatives Analysis
Report and Discussion**
October–December 2011



PUBLIC
MEETINGS

6

**Final Alternatives Analysis
Report With Recommendations**
December 2011–January 2012

PHASE 3
REALIZING OUR
PREFERRED
FUTURE

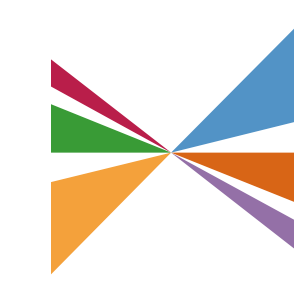
SCAG forwards recommendations to
Metro/OCTA for possible action.
Next step is preliminary engineering/
environmental review.

COMMUNITY OUTREACH



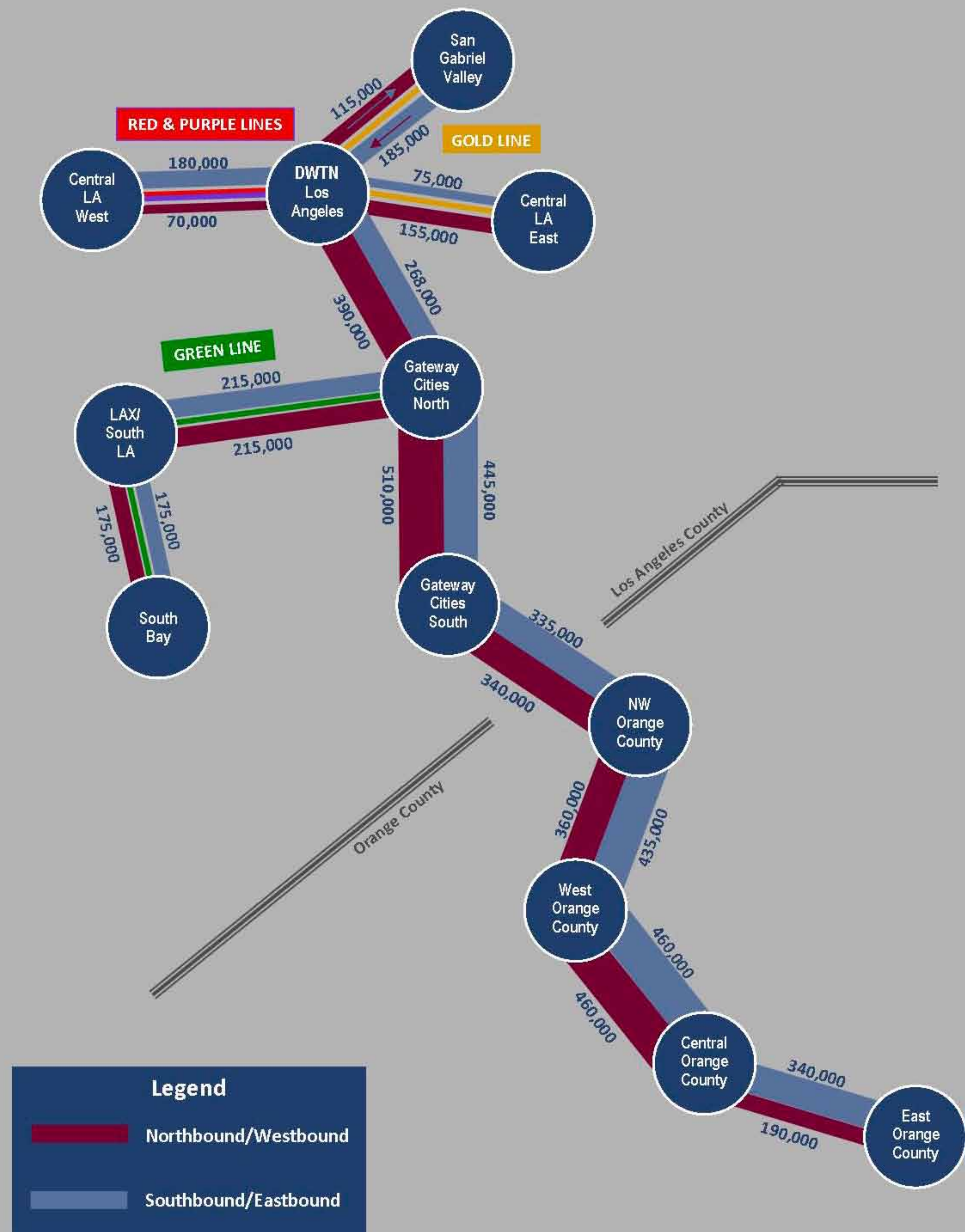
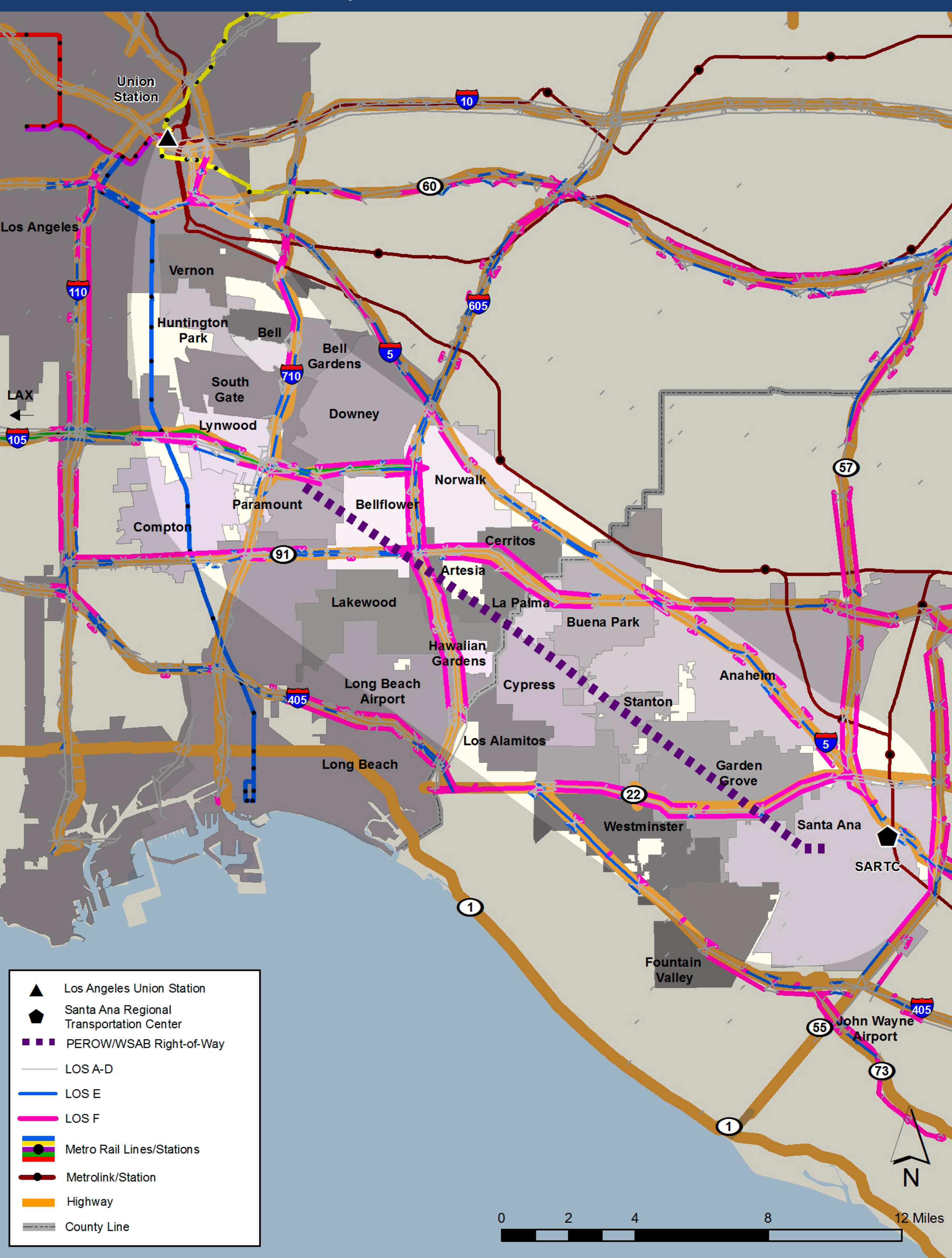
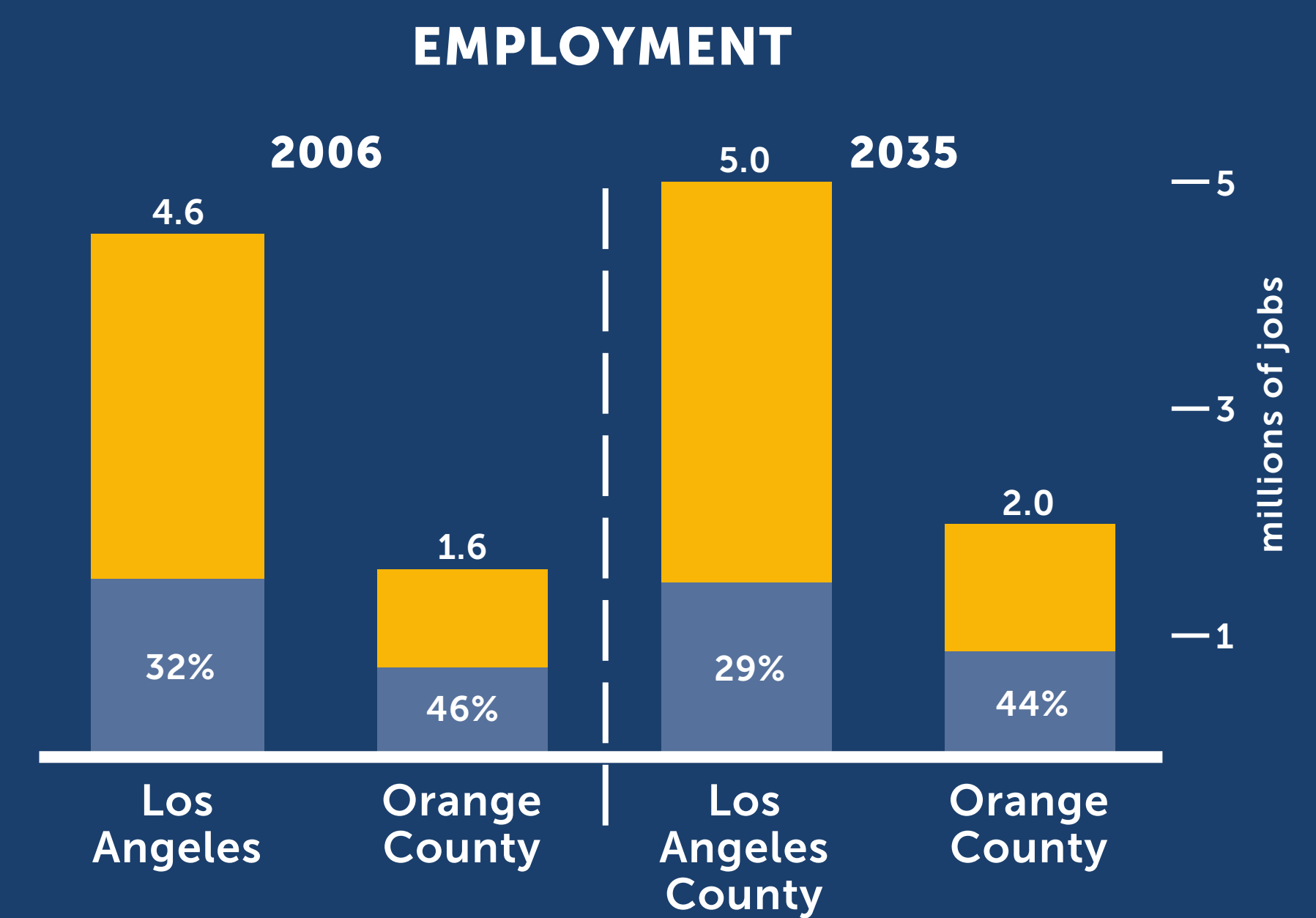
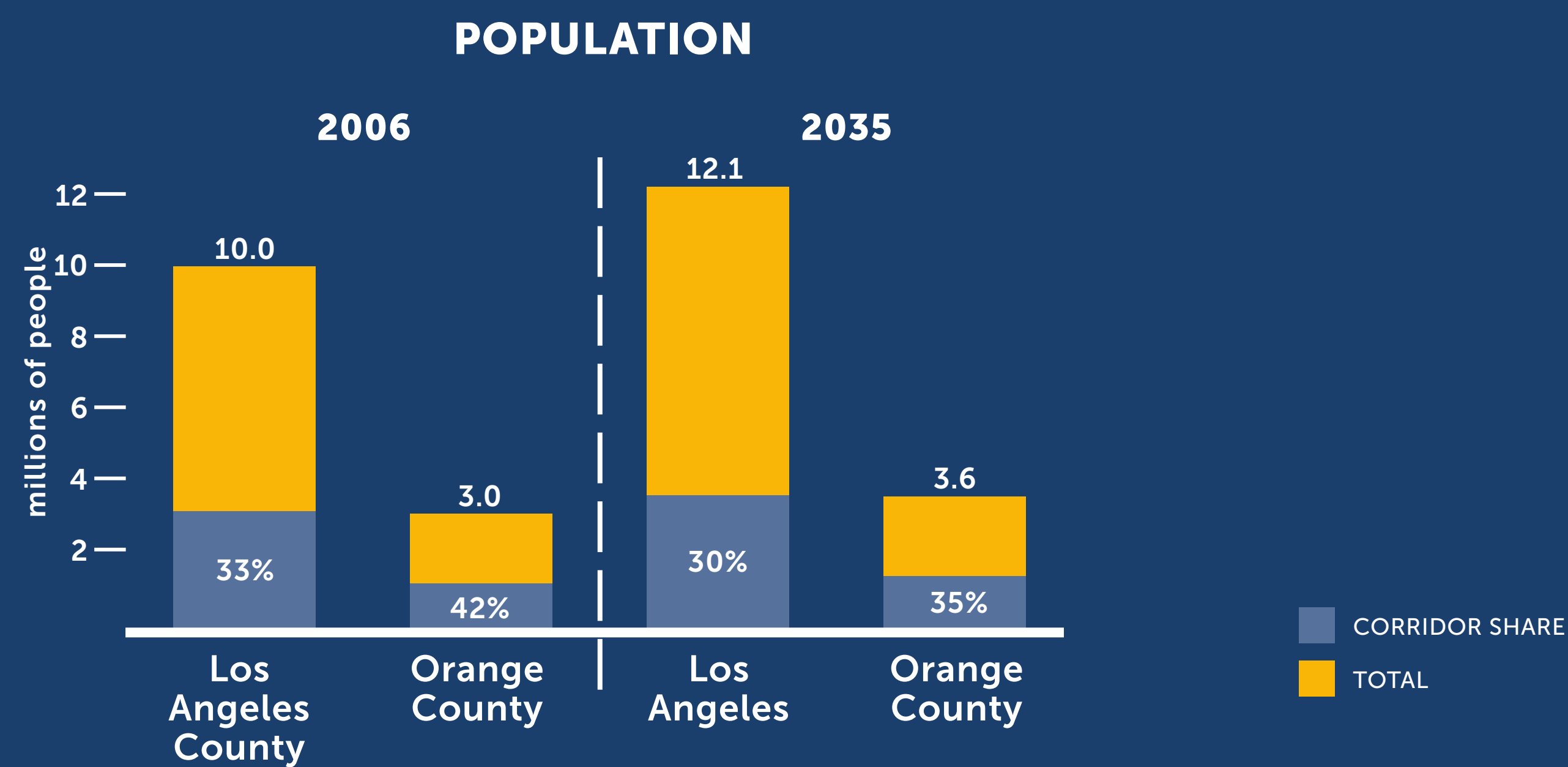
WEST SANTA ANA BRANCH





In the future, this Corridor will:

- Continue to capture a large share of regional population and employment growth
- Experience resulting high population and employment densities
- Need to accommodate a high level of future travel demand due to forecast growth
- Have a freeway and major arterial system operating at and beyond capacity



FREEWAY LEVEL OF SERVICE (2035)

STUDY AREA TRAVEL PATTERNS (2035)

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH



The Final Set of Alternatives was identified through input from:

- Project Advisory Committees
- Elected Official and Stakeholder Briefings
- City and Agency Communications
- Community Meetings
- Community and Stakeholder Groups
- Public Comments



FINAL SET OF ALTERNATIVES

The following alternatives will be studied further:



NO BUILD



STREET CAR



**TRANSPORTATION
SYSTEMS MANAGMENT**



LIGHT RAIL TRANSIT



BUS RAPID TRANSIT



LOW SPEED MAGLEV

COMMUNITY OUTREACH





NO BUILD ALTERNATIVE

Represents the Study Area in 2035, if no Corridor transportation improvements are approved and built.

Includes committed highway and transit projects identified in:

- SCAG 2008 Regional Transportation Plan (RTP)
- LACMTA 2009 Long Range Transportation Plan (LRTP)
- OCTA 2006 Long Range Transportation Plan (LRTP)

Represents the baseline against which the other alternatives will be evaluated

Both Counties Los Angeles County Project Orange County Project

HIGH-SPEED RAIL

Los Angeles/Anaheim Corridor

TRANSIT PROJECTS

Exposition LRT Phases I and II

Crenshaw/LAX LRT Transit Corridor

Metro Green Line LRT Extension to LAX

Metro Green Line Extension to Torrance

Regional Connector

Wilshire Subway Extension to Century City

Anaheim Fixed Guideway Project

Santa Ana/Garden Grove Fixed Guideway Project

MetroLink – High Frequency Service

MetroLink Station Improvements

Regional Gateways

HIGHWAY PROJECTS

I-5 Mixed Flow and Carpool Lanes (I-605 to OC line)

I-5 Carmenita Road Interchange Improvement

I-710 South and/or Early Action Projects

I-605 “Hot Spots” Interchange Projects

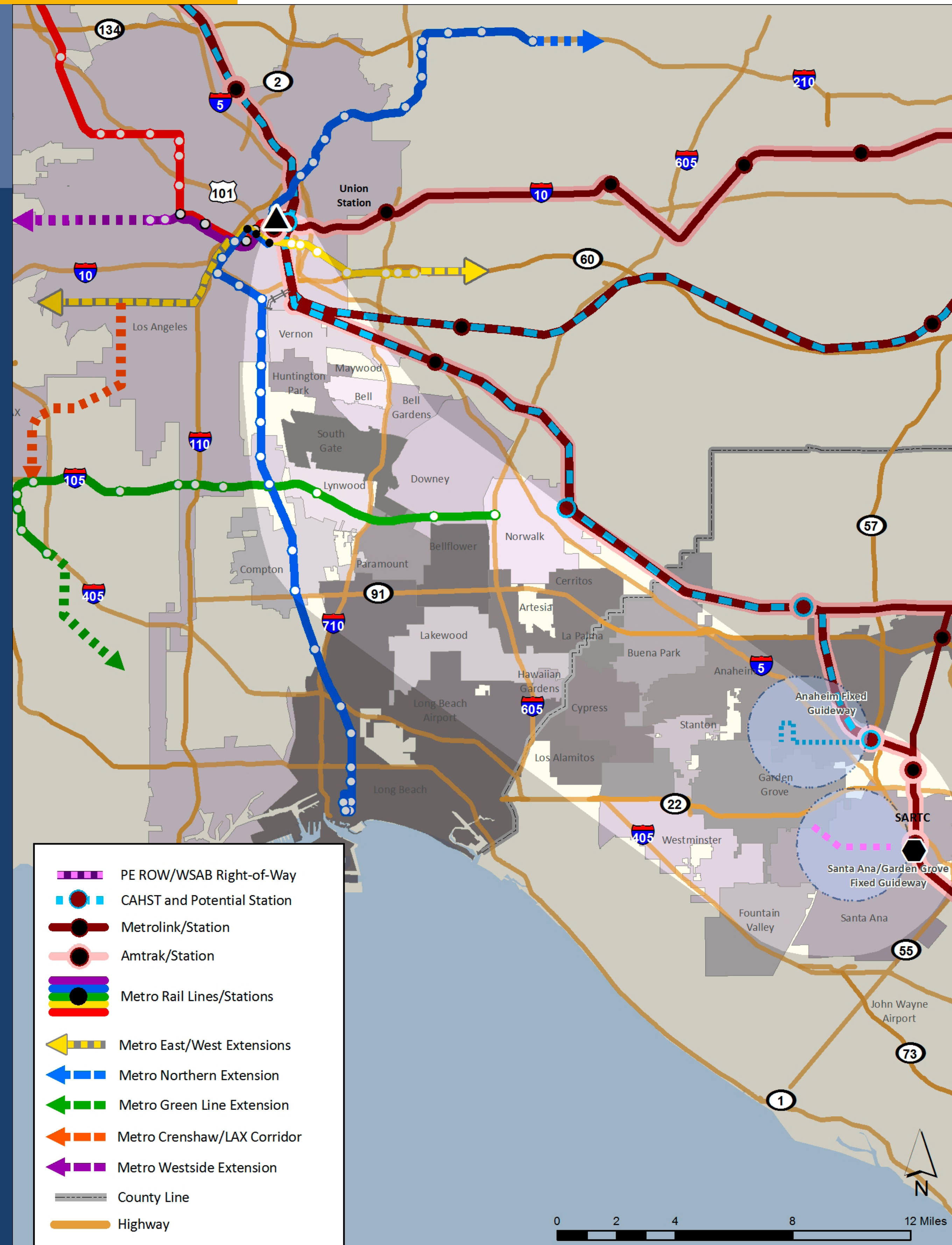
I-5 Improvements (SR-55 to SR-57)

I-605 Key Intersection and Arterial Connections

Countywide Signal Synchronization Network Plan

GOODS MOVEMENT

BNSF Grade Separations in Gateway Cities



TRANSPORTATION SYSTEMS MANAGEMENT (TSM) ALTERNATIVE

Includes all of the No Build improvements.
Includes additional low cost improvements that maximize the use of the existing transportation network, such as:

- Bus and rail service improvements
- Intersection improvements
- Signal synchronization
- Bicycle and pedestrian access



COMMUNITY OUTREACH



WEST SANTA ANA BRANCH





DESCRIPTION

Trip Types: Regional and Local

Distance Between Stops: 1.0 miles

Speeds: 10-14 mph (street-running), 25-35 mph (HOV)

Conceptual Ridership: 19,200-32,400

OPERATING ASSESSMENT

Metro/OCTA Fit: Yes

Domestic Revenue Service: Yes

Meets Federal "Buy America" Requirements: Yes

ORDER-OF-MAGNITUDE COSTS

Conceptual Construction Costs (2010\$)

At-Grade: \$0.60 billion

Above Grade: \$2.18 billion

Below Grade: Not done due to ventilation issues

Conceptual Annual Cost to Operate: \$80-120 per service hour

Current Fare Per Trip: \$1.50 (Metro Orange Line)

Conceptual Annual Cost Per Rider: \$20-50

ENVIRONMENTAL/COMMUNITY BENEFITS/IMPACTS

Air Quality Benefits: Yes

Average Noise: 63 dBA/65 dBA (electric/diesel buses)

Vibration Impacts: Category 1

Visual and Privacy: Depends on whether at-grade or above-grade operations

Acquisition: Minimal (maintenance facility)

Traffic Impacts: At grade=major; Above-grade=minor

Land Use Plans: Support for local development/revitalization plans not proven in U.S.

COMMUNITY OUTREACH





Portland Streetcar



DESCRIPTION

Trip Types: Local

Distance Between Stops: 0.2-0.5 miles

Speeds: 8.5-15 mph (mixed-flow), 25-40 mph (separate right-of-way)

Conceptual Ridership: 26,000-39,000

OPERATING ASSESSMENT

Metro/OCTA Fit: May fit future OCTA plans

Domestic Revenue Service: Yes

Meets Federal "Buy America" Requirements: Yes

ORDER-OF-MAGNITUDE COSTS

Conceptual Construction Costs (2010\$)

At-Grade: \$1.30 billion

Above Grade: \$3.95 billion

Below Grade: \$9.81 billion

Conceptual Annual Cost to Operate: \$140-150 per service hour

Current Fare Per Trip: \$2.05 (Portland)

Conceptual Annual Cost Per Rider: \$10-40

ENVIRONMENTAL/COMMUNITY BENEFITS/IMPACTS

Air Quality Benefits: Yes

Average Noise: 64 dBA (4-lane highway=79 dBA)

Vibration Impacts: Category 1 or 2

Visual and Privacy: Depends on whether at-grade or above-grade operations

Acquisition: Minimal (maintenance facility)

Traffic Impacts: At grade=major; Above-grade=minor

Land Use Plans: Proven support for local development/revitalization plans

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH





Metro Gold Line



DESCRIPTION

Trip Types: Regional and Local

Distance Between Stops: 1.0-1.5 miles

Speeds: 25-35 mph (mixed-flow), 45-55 mph (separate right-of-way)

Conceptual Ridership: 26,000-57,600

OPERATING ASSESSMENT

Metro/OCTA Fit: Yes

Domestic Revenue Service: Yes

Meets Federal "Buy America" Requirements: Yes

ORDER-OF-MAGNITUDE COSTS

Conceptual Construction Costs (2010\$)

At-Grade: \$1.60 billion

Above Grade: \$4.21 billion

Below Grade: \$10.61 billion

Conceptual Annual Cost to Operate: \$160-250 per service hour

Current Fare Per Trip: \$1.50 (Metro Rail System)

Conceptual Annual Cost Per Rider: \$10-50

ENVIRONMENTAL/COMMUNITY BENEFITS/IMPACTS

Air Quality Benefits: Yes

Average Noise: 64 dBA (4-lane highway=79 dBA)

Vibration Impacts: Category 3 (may require mitigation)

Visual and Privacy: Depends on whether at-grade or above-grade operations

Acquisition: Less than 10 parcels

Traffic Impacts: At grade=major; Above-grade=minor

Land Use Plans: Proven support for local development/revitalization plans

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH





Linimo Line



Although a low speed maglev alternative was not part of the Initial Set of Alternatives, the Project Steering Committee members felt that this alternative should be included and studied in the Final Set of Alternatives.

DESCRIPTION

Trip Types: Local and Regional

Distance Between Stops: 0.5-1.0 miles

Speeds: 62 mph maximum (separate right-of-way)

Conceptual Ridership: TBD (The Linimo Line carried 16,000 riders daily in 2009 along its 5.6 mile route)

OPERATING ASSESSMENT

Metro/OCTA Fit: No

Domestic Revenue Service: No

Meets Federal "Buy America" Requirements: Not at this time

ORDER-OF-MAGNITUDE COSTS

Conceptual Construction Costs (2010\$)

At-Grade: NA (System must operate on an aerial guideway)

Above Grade: \$5.3 billion (Estimated for Study Corridor)

Below Grade: NA

Conceptual Annual Cost to Operate: \$19.5 Million (Estimated for Linimo System)

Current Fare Per Trip: Depends on operator (\$3.20 end-to-end for Linimo in Japan for 5.6 miles)

Conceptual Annual Cost Per Rider: TBD

ENVIRONMENTAL/COMMUNITY BENEFITS/IMPACTS

Air Quality Benefits: Yes

Average Noise: Low

Vibration Impacts: Low

Visual and Privacy: Major due to above-grade operations

Acquisition: TBD

Traffic Impacts: Minor

Land Use Plans: New system-support for local development/ revitalization plans TBD

COMMUNITY OUTREACH



We will return to you in the fall of 2011 with plans, sketches and technical information answering your questions:

MOBILITY

Where will the proposed system take me?
Will it be faster than driving?
How long will it take to reach key destinations?

STATIONS AND IMPROVEMENTS

How will the transit system fit into my community?
Will my community have a station?
Will parking be provided?
Will there be related bicycle and pedestrian access improvements?

COST

How much will it cost to build and operate?
How will it be paid for?
How much will it cost to ride?

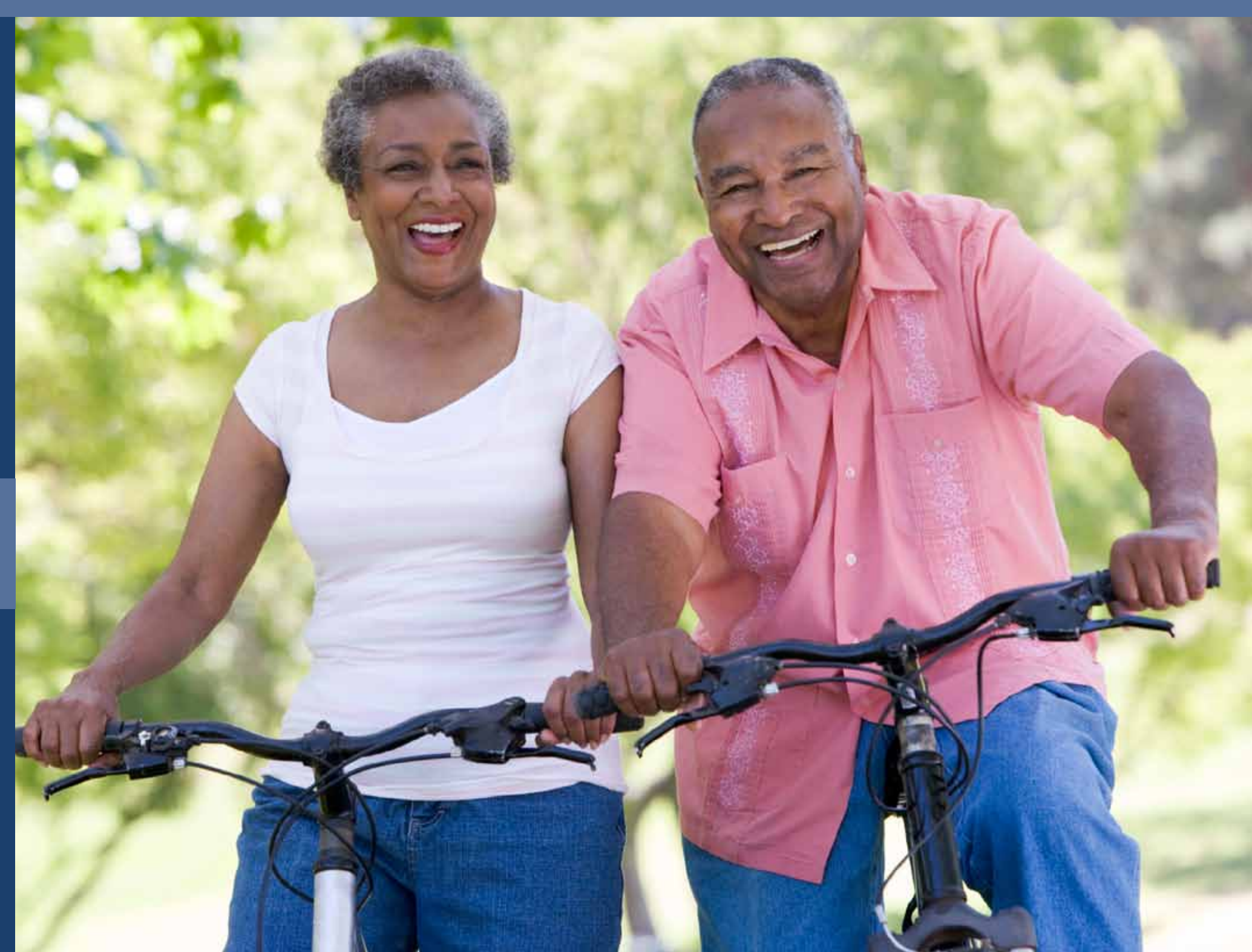
RIDERSHIP AND OPERATIONS

How many people will use it?
How often will it run?

COMMUNITY AND ENVIRONMENT*

How will it impact my community?
What are the visual and privacy impacts?
Will it require property acquisition?
What are the noise and vibration impacts?
What are the traffic impacts?

*An initial assessment will be provided in this study; detailed information will be identified through the preparation of an environmental impact report during subsequent project efforts



COMMUNITY OUTREACH



WEST SANTA ANA BRANCH

